

Performance Above All.



POLARIS®
Believe It.

No Two Polaris Owners Are Exactly Alike, But They Do Have One Thing In Common.

Definitions of performance are like snowflakes. They're all different. To some snowmobilers performance means speed. To others, handling, reliability or value say it best. Every rider measures performance with a personal yardstick of needs.

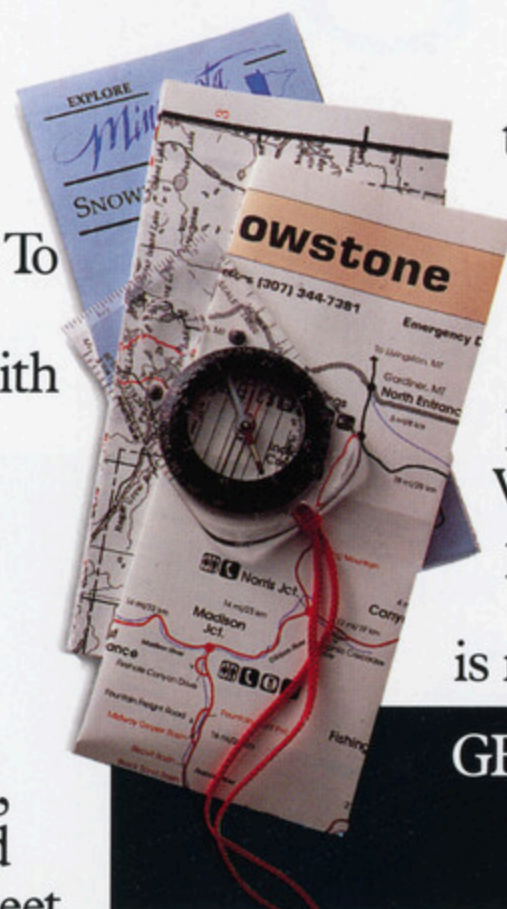
Because Polaris understands these differences, it continues to refine and add to its line of unbeatable—all IFS—snowmobiles. This year Polaris introduces seven new Indy models, the Indy Lite Deluxe, Indy Lite GT, Indy 440, Indy XCR, Indy 500 SP EFI, Indy 500 SKS EFI, and 2-up Indy Classic. Together these Indys meet specific needs for a variety of snowmobilers. Together these Indys perform above all.

WHO WANTS TO BE KING?

It could be fantasy. Maybe it's genetic.

For some, this is the only measure of performance.

For whatever reason, some snowmobilers need to go from Point A to Point B faster than everyone else. They need to be king. For this special breed we build liquid-cooled Indys from



Wherever you go, go with a Polaris Indy. There isn't a more reliable machine.

the fuel-injected Indy RXL to the Indy XCR.

Each measures performance with a capital P, as in M.P.H. Last year's I-500 and Eagle River World Championship proved that.

But what if trail riding is more your speed?

GETTING BACK IS AS IMPORTANT AS GETTING THERE.

A trail rider may be the most demanding snowmobiler of all. Wanting a machine that's reliable, comfortable, and fast, an average snowmobile won't satisfy a true trail rider. It takes a special machine.

A Polaris Indy is not an average snowmobile. Built with rugged and dependable parts, by skilled craftsmen, and more experience than any other manufacturer, no sled knows the trials of the trail better than a Polaris.

And though every Polaris snowmobile is special in its own way, the greatest snowmobile in the world is the Polaris you can afford.

THE VALUE OF OWNING A POLARIS.

When it comes to superior value, higher resale and lower maintenance

costs, no manufacturer outperforms Polaris. From the low-priced Lites to the RXL, every Polaris delivers the most sled for your money.



Increase your range with 11.9 gallon fuel tanks, only from Polaris.

FILL UP ON FUN, NOT GAS.

Spend less, get more. More time on the snow that is. Because

Polaris offers the largest fuel tank (11.9 gallons) in the industry (10 gallon tank on Wide-Trak, 7.3 on Indy Lites, Sports and XCR), economical fuel injection for its larger liquids, and lighter weight models, you'll spend more time riding



Spend less, get more with Polaris Indys.

and less time filling tanks. Which is what every snowmobiler, regardless of how they define performance, wants to do.

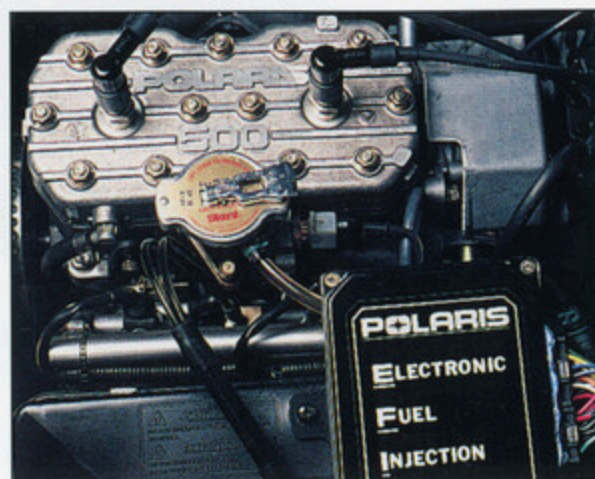
This Thing Is Hot.



Drop by drop, innovation after innovation, every great snowmobiling idea is now collected in a single machine, the new Indy 500 SP. With the addition of Electronic Fuel Injection, the "Most Significant Snowmobile" of the '80s blasts into the '90s. All systems are go. So prepare to takeoff.

QUENCH YOUR THIRST FOR PERFORMANCE

In place of the Indy 500 SP's traditional fuel supply system, an Electronic Control Unit (ECU) pumps fuel through a pressurized tube into throttle bodies. Using five sensors, the ECU monitors air temperature, coolant temperature, barometric pressure, engine RPM and throttle position. Given this information, the ECU precisely calculates how much fuel should be injected.



EFI improves fuel economy and eases cold morning starts.

With EFI, the Indy 500 SP uses fuel more efficiently, performs consistently across the power band, and will never need jet changes. Plus cold morning starts are made without touching the throttle or choke. Simply pull the recoil; the ECU's microchip handles the rest.

With all its benefits, EFI remains only part of this performer's package. Powered by a 488cc liquid-cooled engine, the Indy 500 SP moves with blurring speed. Its Independent Front Suspension and

Dial-Adjust rear suspension smooth winter's worst bumps. And while superior Polaris clutching delivers solid mid-range acceleration, fade-resistant hydraulic-disc brakes stop with authority.

With its hot looks, hot list of performance achievements, the Indy 500 SP could

be the greatest snowmobile ever built. As the Indy 500 SP drives into the



The "Most Significant Snowmobile" of the '80s blasts into the '90s.

future, other liquid-cooled Indys have laid a tough track for it to follow. During the '90-91 racing season alone, liquid-cooled Indys swept the Formula III Shootout at the Eagle River World Championship Derby, the I-500 cross country race from Thunder Bay to White Bear Lake, and the Sault Ste. Marie Soo I-500.

These machines are hot. And there's no sign of them cooling off.





If Getting Manhandled By A Sled Isn't Your Idea Of Fun.

It's a ballet on snow you watch with envy. Rider and sled moving together gently, confidently, effortlessly. Every turn is controlled with precision. Every movement is a thing of beauty. Envy enters your mind.

LESS WEIGHT, LESS EXPENSIVE, ALL INDY.

You and your sled, on the other hand, toss about clumsily. It's not a pretty sight. Left wishing for a better machine, you think of giving up. Before taking such a misstep, pair up with a StarLite, Indy Lite, Indy Sport, or the new Indy Lite Deluxe, equipped with electric start and hand-warmers. They make ideal dance partners.

Indy StarLite, Indy Lite, new Indy Lite Deluxe, new Indy Lite GT, Indy Sport and Indy Sport GT are full-sized sleds that stay true to Indy performance. Equipped with Independent Front Suspension (IFS), each handles curves and bumps with ease. And



because they're lighter, less effort is needed to properly corner and control the sled.

250, 340 and 440 fan-cooled engines power the StarLite, all three makes of Indy Lite, and both Indy Sport models, respectively, with the Sport 440 now carrying larger 34mm Mikuni carburetors that boost performance without sacrificing fuel economy.

Indy Lite and Sport are also available in "Grand Touring" models, GT for short. These sleds provide a two-up seat with plenty of room for a second rider, a back-rest (accessory on Indy Lite GT), a rear storage rack and front bumper (accessory on Indy Sport GT) and longer tracks.

As a whole, these machines are snow's greatest value. They're the lowest cost, lightest machines available. Offering more standard equipment for the money than competitive machines, you won't find a better value than StarLite, Indy Lite or Indy Sport.







The new Indy Lite Deluxe is equipped with electric start and handwarmers.



Shown with accessory front bumpers.

INDY STARLITE, INDY LITE, NEW INDY LITE DELUXE

Competitively priced StarLite and Indy Lite, the lightest full-sized sleds with Independent Front Suspension (IFS), are snowmobiling's best value. Powered by a 250 fan-cooled engine, StarLite has enough power to bust trails with the big boys, yet remains an ideal first sled. The Indy Lite, with its 340 fan-cooled twin engine, runs all day without letting up. Other standard equipment includes: long-travel rear suspension, new high luster hood, speedometer (Indy Lite and Lite Deluxe only), adjustable handlebars, and front and rear storage. Indy Lite Deluxe is also equipped with handwarmers and electric start.

NEW INDY LITE GT

Until the introduction of the Indy Lite with IFS, low-priced machines were a bumpy buy. Now the Indy Lite GT offers two-up seating for a very affordable price. In fact, it's the lowest price, lightest weight 2-up touring machine available. Powered by a 340 fan-cooled twin engine, this Lite packs plenty of pickup for two. As with all Indys, the Indy Lite GT is equipped with a flared windshield that protects you from bone-chilling winds and a durable, comfortable seat that provides hours of riding pleasure. Other standard equipment includes: long-travel rear suspension, new high luster hood, front bumper, cargo rack, speedometer, tripmeter, tow hitch, adjustable handlebars, front and rear storage, and 133" in-line block-pattern track.



The Indy Lite GT, with 2-up seat and cargo rack is new for 1992.





INDY SPORT 440

True to its name, the Indy Sport loves to play. Take it to your favorite trail, and it'll romp around all day, with its Independent Front Suspension (IFS), taking even the toughest moguls in stride. Powered by a fan-cooled engine with new, larger twin carbs that increase performance without sacrificing fuel economy, the Sport 440 is as frugal as it is fun. Other standard equipment includes: long-travel rear suspension, speedometer, tripmeter, block-pattern track, adjustable handlebars, and reliable parking brake.



The Sport 440 now carries larger 34mm Mikuni carburetors that boost performance without sacrificing fuel economy.

INDY SPORT 440 GT

With its two-up seat and reliable 432cc fan-cooled engine, the Indy Sport GT is perfect for any snowmobiling duo. Equipped with Independent Front Suspension (IFS), the Sport GT melts moguls with ease. So find a friend and have some fun. Other standard equipment includes: a two-position adjustable backrest for greater passenger comfort, long-travel rear suspension, high windshield, 141" full block-pattern track, speedometer, tripmeter, adjustable handlebars, tow hitch, parking brake, front and rear storage and storage rack.



Rear storage allows easy access to your snowmobiling essentials.



Going Fast Isn't That Important. As Long As It's Faster Than The Guy Next To You.

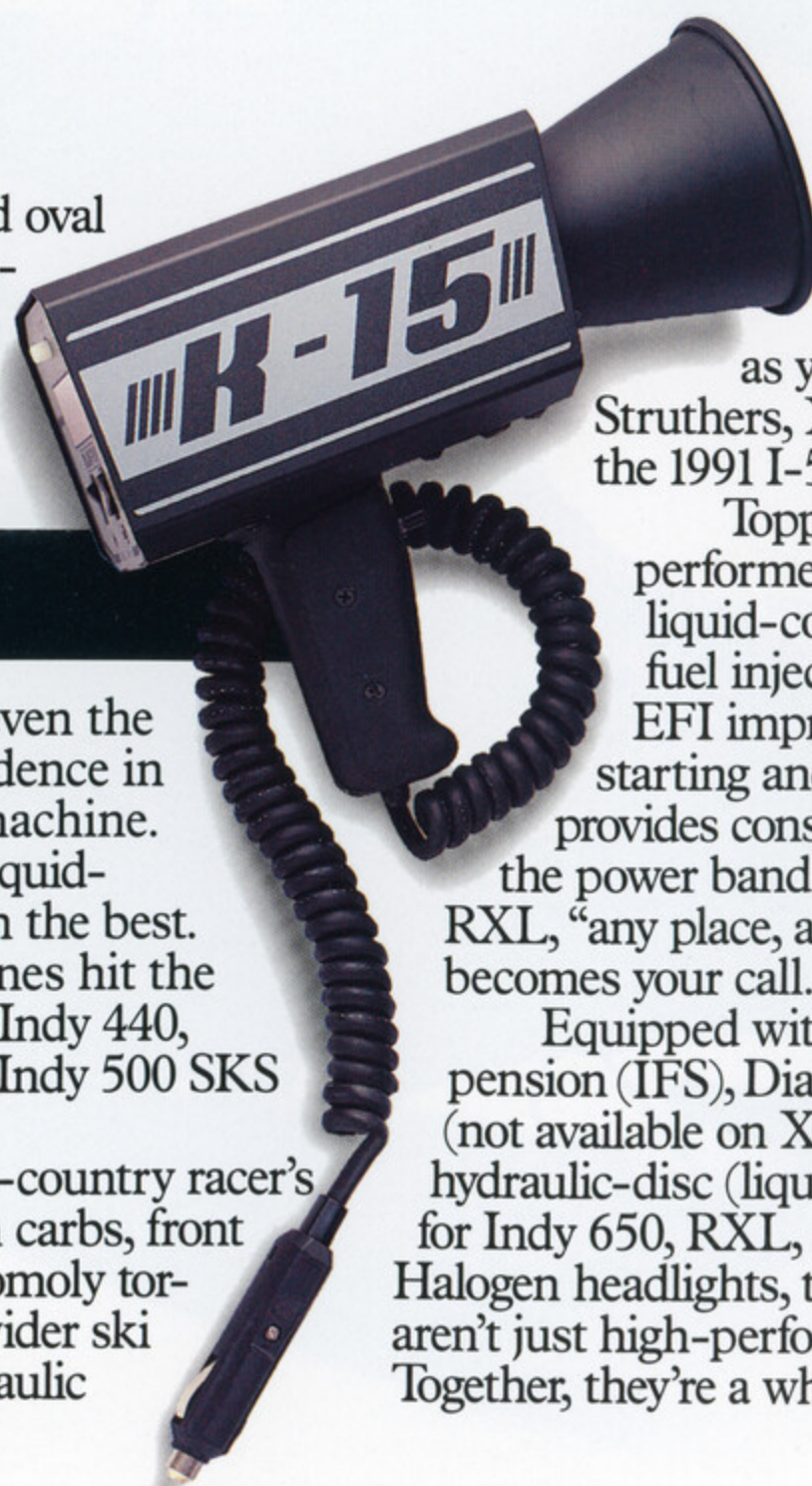
Whether it's a sanctioned oval or drag race, a 500-mile cross-country run, or just a stretch of field with two eager competitors, going faster than the guy next to you matters most.

LIQUID-COOLED. TOTALLY HOT.

Nevertheless, winning even the simplest of races takes confidence in yourself and belief in your machine. So trust nothing less than a liquid-cooled Indy. Nothing less than the best.

In 1992, five new machines hit the Polaris pit—the liquid-cooled Indy 440, Indy XCR, Indy 500 SP EFI, Indy 500 SKS EFI, and 2-up Indy Classic.

The Indy XCR is a cross-country racer's dream. Equipped with 38mm carbs, front and rear Fox® gas shocks, chromoly torsion bars, heavier springs, a wider ski stance and liquid-cooled hydraulic



disc brakes, this specially built Indy takes winning as seriously

as you do. (Just ask Jack Struthers, XCR racer and winner of the 1991 I-500.) That's proof positive.

Topping the list of Polaris high-performers is the industry's only liquid-cooled triple with electronic fuel injection, the Indy RXL. EFI improves fuel economy, eases starting and throttle pressure, and provides consistent performance across the power band. When you ride an Indy RXL, "any place, any time" confidently becomes your call.

Equipped with Independent Front Suspension (IFS), Dial-Adjust rear suspension (not available on XCR), superior clutching, hydraulic-disc (liquid-cooled hydraulic disc for Indy 650, RXL, and XCR) brakes and Halogen headlights, these liquid-cooled Indys aren't just high-performance bench marks. Together, they're a whole new bench.





The industry's only three cylinder engine, with and without electronic fuel injection.



INDY 650, INDY RXL (SKS)

Both of these liquid-cooled triples sport liquid-cooled hydraulic disc brakes and the industry's leading IFS and Dial-Adjust rear suspension, featuring 7 $\frac{3}{4}$ " of travel. The fuel-injected RXL burns fuel more economically and makes cold starts easier. And there are no jets to change. Other standard equipment includes: carbide ski runners (650 and RXL only), 121" full-block pattern track (133" in-line block on RXL SKS), full array of warning lights, hand-warmers, adjustable handlebars, large capacity alternator, front and rear bumpers, and 11.9 gallon fuel tanks.

NEW INDY 500 SP, 500 SKS

Take one look at the new Indy 500 SP and you'll know there's something different. Its bold new look commands attention. Its 488cc liquid-cooled, fuel-injected engine commands respect. With EFI, the Indy 500 uses fuel more economically, performs consistently across the power band, and jet changes are eliminated. The fuel-injected Indy 500 SKS version, which carries the same graphic package as the Standard Indy 500 carburetted version, is equipped with 133" track for better deep powder control. Other standard equipment includes: wider ski stance on SP, IFS and Dial-Adjust rear suspension, 60-watt Halogen headlight, front and rear bumpers, array of gauges and lights, adjustable handlebars, parking brake, 11.9 gallon fuel tank, carbide ski runners (500 SP only), and fade-resistant decals.



EFI provides increased horsepower and higher performance throughout the power band.





The new Indy Classic features full instrumentation, including new electronic fuel gauge and panel lights for temperature, low oil, headlight high beam, and handwarmers.



NEW INDY CLASSIC, INDY 500

The Classic's standard equipment includes: IFS and Dial-Adjust rear suspension, 133" track, two-up seat w/four-position backrest, new electric fuel gauge, speedometer, front and rear bumpers, tachometer, trip-meter, hand and thumbwarmers, mirrors, electric start, parking brake, 60-watt Halogen headlight, and easy-steering carbide ski runners. The Indy 500's standard equipment includes: IFS and Dial-Adjust rear suspension, 60-watt Halogen headlight, front and rear bumpers, array of gauges and lights, adjustable handlebars, parking brake, 11.9 gallon fuel tank, and carbide ski runners.

Indy 500 also available in SKS version (133" track) with electronic fuel injection (EFI).

NEW INDY 440, INDY XCR

The "little liquid" isn't so little anymore. With a new 438cc liquid-cooled twin, IFS and Dial-Adjust suspension, it's bound to surprise a few bigger sleds. Its 34mm carbs deliver solid performance with great fuel economy. And as with every liquid-cooled Indy, the 440 brightens the darkest night with a 60-watt Halogen headlight. The Indy XCR, winner of the 1991 I-500, takes winning as seriously as you do. Equipped with 38mm carbs, front and rear Fox® gas shocks, chromoly torsion bars, heavier springs, a wider ski stance and liquid-cooled hydraulic disc brakes, this specially built Indy plays for keeps. Other standard equipment includes: speedometer, tachometer, tripmeter, hi beam and high temp. indication lights, parking brake, front and rear bumpers, 11.9 gallon fuel tank (7.3 on XCR), and easy throttle system.



Front and rear Fox® gas shocks, chromoly torsion bars and larger 38mm carbs make the Indy XCR a cross-country racer's dream machine.



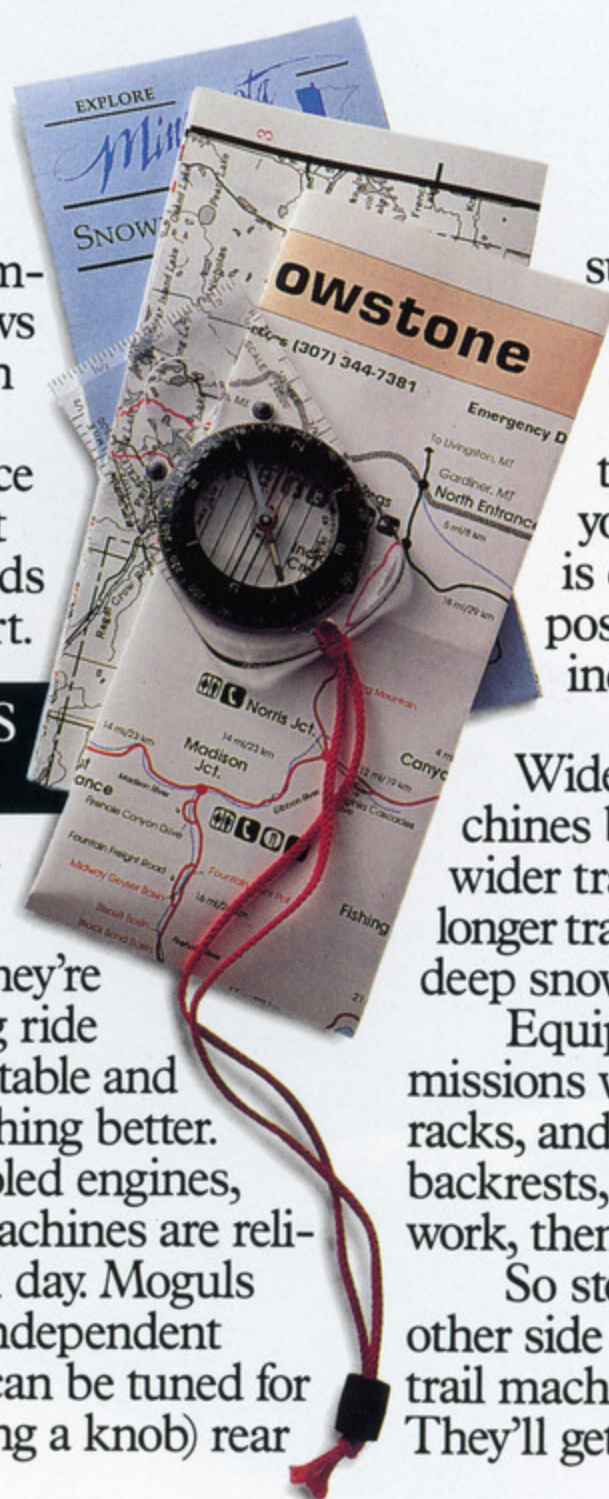
Let's See What's Over The Next Ridge.

Every winter bands of committed snowmobilers seek views not found on Sunday afternoon television. Their pleasure is measured in miles traveled since dawn and fireplace chatter that tallies new sights seen and friends made. They're explorers at heart.

THE SNOWMOBILER'S SNOWMOBILE.

For them, the Polaris Indy Trail and Trail Deluxe are the snowmobiler's snowmobiles. They're machines that make a day-long ride nearly effortless, totally comfortable and forever memorable. There's nothing better.

Powered by 488cc fan-cooled engines, with 11.9 gallon tanks, these machines are reliable, rugged and let you ride all day. Moguls shrink under their legendary Independent Front and Dial-Adjust (which can be tuned for a personal feel by simply turning a knob) rear



suspensions. And high sheltering windshields deflect bone-chilling winds, while handwarmers comfort the coldest ride. For those of you who want to share your winter adventures, Trail Deluxe is equipped with a two-up seat, four-position backrest and footrest that increases passenger comfort.

If there's work to be done, Indy WideTrak and SuperTrak are the machines built for it. With the WideTrak's wider track (20") and the SuperTrak's longer track (156"), these sleds "float" across deep snow with unbeatable pulling power.

Equipped with hi/low range transmissions with reverse, tow hitches, storage racks, and two-up seats with four-position backrests, these machines put in a day's work, then want to play.

So stop wondering what lies on the other side of the next ridge, get on a Polaris trail machine and discover for yourself. They'll get you there and back again.







INDY TRAIL

The Indy Trail is winter's truest snowmobile. It's the perfect combination of performance, comfort and handling. As the Indy Trail's reliable 488cc fan-cooled engine with twin carbs propels you along, its legendary Polaris IFS and Dial-Adjust rear suspension (with 7 $\frac{3}{4}$ " of travel) smooth the wrinkles from even the toughest trails. Other standard equipment includes: front and rear bumper, speedometer, tachometer, tripmeter, handwarmers, high beam indicator, handwarmer and low oil lights, adjustable handlebars, parking brake, and 11.9 gallon fuel tank.



Polaris Dial-Adjust rear suspension delivers an improved ride and 7 $\frac{3}{4}$ " of travel. By simply turning an exclusive adjustment knob, you tune the suspension action for any type of riding.

INDY TRAIL DELUXE

Not a big fan of roughing it? Then ease yourself and a friend onto an Indy Trail Deluxe, winter touring's easy chair. The Indy Trail Deluxe offers a 488cc fan-cooled engine with twin carbs, Independent Front and Dial-Adjust rear suspension systems, a standard two-up seat with four-position backrest and electric start. Snowmobiling doesn't get any cozier than this. Other standard equipment includes: front and rear bumpers, speedometer, tachometer, tripmeter, handwarmers, high beam indicator, handwarmer and low oil lights, adjustable handlebars, parking brake, 11.9 gallon fuel tank, and carbide ski runners.



Footrest increases passenger comfort.





INDY SUPERTRAK

Equipped with a powerful 488cc fan-cooled twin (high/low transmission with reverse), 156"-long Kevlar-reinforced, full-block pattern track, storage rack and tow hitch, this Indy means business and serious pleasure. Its articulated rear suspension bends to keep its track on the snow when you need it most. Other standard equipment includes: two-up seat and backrest with four-positions for greater passenger comfort, front and rear bumpers, passenger footrest, speedometer, tachometer, tripmeter, hand-warmers, and carbide ski runners.



When there isn't room to turn around, reverse gear keeps you on track.

INDY WIDETRAK

With a 20"-wide track and a 488cc liquid-cooled twin engine, the Indy WideTrak is a deep-powder miracle. Its wider track lets you "float" across fresh powder. Its high/low transmission with reverse makes maneuvering a dream. For breaking trails and hauling loads, it has no equal. This Indy works all day, then wants to play. Other standard equipment includes: 2-up seat with backrest, hand-warmers, adjustable handlebars, front and rear bumpers, speedometer, tachometer, carbide ski runners, storage front and rear, under the seat, and storage rack.



Under-seat storage provides more than enough space for tools.





Don't Just Stay Warm. Be Extremely Cool.

Remember big, bulky snowmobile suits? So do we. That's why we created Polaris Winterwear, clothes that perform best when winter is at its worst. New space-age materials like Thinsulate® removes bulk, Gore-Tex® fabric keeps you dry, and Supplex® bibs let you move with ease. Also affordable Ultrex® fashions "breathe" to keep you dry.

WINTERWEAR. NEVER AS ATTRACTIVE,
NEVER AS PRACTICAL.

Yet Winterwear not only keeps you warm, it looks cool. This season, our entire line of jackets and bibs, Indy Sizzler mitts and hats are more colorful than the Northern Lights.

Gore-Tex®—Guaranteed
To Keep You Dry.®



And while you're getting decked out, don't forget your sled. Polaris accessories are built Indy tough, Indy reliable.





1. 500 SP leather suit by Hein Gericke™ (Black, Pink, White). Jacket options also available on all leathers.
2. RXL midweight leather suit with snap out vest & Thinsulate™ by Hein Gericke™ with silicone embossed Polaris graphic (Midnight Blue, Red, White, Gray).
3. Special Polaris silicone embossed graphic.
4. Polaris Wedge Fullface Fiberglass helmets by Bell™ Dual lens standard.
- a. 440 FF Helmet (Red, Blue, White, Black).
- b. 650 FF Helmet (Black, Dark Orange, Light Orange, Blue).
- c. RXL/Classic FF Helmet (Metallic Midnight Blue, Red, Silver, Black).
- d. 500 SP FF Helmet (Hot Pink, Black, White and Blue).
- e. Sport FF Helmet (Metallic Burgundy, Black, Silver, Slate Gray).
- f. 500 FF Helmet (Black, Neon Red, Neon Blue).
- g. Trail/Lite FF Helmet (Black, Red, Silver, Slate Gray, White).
5. Polaris Premium Openface Fiberglass Helmet by Bell™ (Black, Red, Blue, Silver).
6. (a) Anti-fog clear goggles. (b) Open-face clear shield. (c) Smith Caribou PMT dual lens goggles with Polaris strap. Available in clear and gold lens options.





7. (a) Indy 650 leather jacket by Hein Gericke™ (Black, Light Orange, Dark Orange). Suit options also available. (b) Polaris embossed midweight leather jacket by Hein Gericke™ (Black & Gray). Suit options also available. (c) Indy 500/440 leather jacket by Hein Gericke™ (Black, Red, Blue). Suit options also available.



13.



8. Men's 500 SP Competition Jacket with Supplex™ Nylon & Thinsulate Lite Loft™ XXXL sizing available. Women's 500 SP Supplex™ Nylon Jacket (Black, Hot Pink, White, Blue).

9. Men's 650 Competition Jacket with Supplex™ Nylon & Thinsulate Lite Loft™.

Women's 650 Supplex™ Nylon Jacket (Black, Orange, White, Neon Blue).

10. Men's & Women's Trail/Lite Supplex™ Nylon Jackets (Red, Black, Silver, White).

11. Men's & Women's Sport



12.

Supplex™ Nylon Jackets (Burgundy, Silver, Slate Gray, Black).

12. Youth Competition Jacket with Polaris screen and Youth Special Jacket. Youth Black bib also available. Sizes 8-18.

13-14. Polaris Gore-Tex™ Jackets & Bibs with Supplex™ Nylon. "Guaranteed to Keep You Dry" Gore-Tex™ fabric is waterproof and breathable for the ultimate in all-weather protection and comfort.

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15. Women's Indy 500 Supplex™ Nylon Jacket (Black, Neon Red, Neon Blue).

16. Men's 500 Competition Jacket with Supplex™ Nylon & Thinsulate Lite Loft™ (Black, Neon Red, Neon Blue). XXXL sizing available.

17. Men's RXL/Classic Performance Jacket with Supplex™ Nylon & Thinsulate Lite Loft™ (Navy, Neon Red, Silver, White), Navy Supplex™ Nylon Bib. Women's RXL/Classic Supplex™ Nylon Jacket (Navy, Neon Red, Silver, White). XS sizing available in jacket & bib.

18. Explorer LS ¾ length jackets with Supplex™. Men's available in Black, Neon Blue, Silver. Women's available in Black, Hot Pink & White.

19. Nylon Balaclavas.

20. Polartek™ Stretch Black Fleece Balaclava.

21. Deluxe Fanny Packs.

22. Polartek™ Fleece Neck Gators.

23. Polarlite™ Fleece Headbands.

24. Kidney Belt.

25. X-long Knit Facemasks.





26. Women's Slimline Bib with Supplex™ Nylon & Thinsulate™. Convenient dropseat construction. Available in Black or Red.

27. (a) Polaris Polartek™ Fleece Heavyweight Layerwear/Underwear. Crewneck top & no-fly pant. Black. Unisex. (b) Polaris Polarlite™ Fleece Warmup. Red with black accents. Unisex. Pullover zip top and warmup pant with pocket & handwarmers.

28-29. Polaris Varsity Club Jacket. Drum-dyed cowhide leather sleeves, side panels and accent with wool melton cloth body. Front & back Polaris chenille cresting (Black, Bright Blue, White, Red).

30-35. Acrylic Knitwear.

36. Black Cotton Canvas Spring/Fall Jacket.



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37. Heat Reflective Metallic Glove Liner.

38. Polaris Nylon Short Cuff Leather Palm Glove with Thinsulate.™ Side Zip. (Royal, Gray, Black).

39. Polaris Nylon Short Cuff Leather Palm Glove with Thinsulate.™ Side Zip. (Gray, Black).

40. Polaris Nylon Short Cuff Leather Palm Glove with Thinsulate.™ Side Zip. (Red, Gray, Black).

41. Indy Competition All-Leather glove with Thinsulate.™ (Red, Black, Blue, Gray).

42. Gore-Tex™ Nylon/Leather Glove with Thinsulate.™ (Black, Gray).

43. Indy Competition All-Leather Glove with Thinsulate.™ (Navy, Red, Gray).

44. Indy Competition All-Leather Glove with Thinsulate.™ (Black, Pink, Gray).

45. Sizzler High Gauntlet Nylon Glove with Leather Palm and Thinsulate.™

46. Sizzler High Gauntlet Nylon Mitt with Leather Palm and Thinsulate.™

47. Sizzler High Gauntlet All-Leather Glove with Thinsulate.™ (Black).

48. Sizzler High Gauntlet All-Leather Mitt with Thinsulate.™ (Black).

49. Women's 440 Supplex™ Nylon Jacket (Red, Royal, White).

50. Men's 440 Performance Jacket with Supplex™ Nylon & Thinsulate Lite Loft™ (Red, Royal, Black, White).

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51. Polaris 500 SP EFI Jersey (Neon Orange, Neon Pink, Two-Tone Blue, Black). Polaris Racing Team Jersey (Light Blue, Red, Black, Silver). Polaris 650 RXL EFI Jersey (Neon Red, Black, Two-Tone Blue, Gray).
 52. Polaris Knit Sweaters.
 53. Discovery Boot (Lightweight, Foam Liner).
 54. Challenger Boot. Black & Gray lace up boot with side zip & felt liner.

55. Polaris 50/50 Cotton/Polyester Turtlenecks and Mandarin Collar Zip Turtlenecks. (Red, Royal, Silver Gray, White, Navy, Burgundy, Black).
 56. Polaris Indytech Black Supplex™ Nylon Bib with Ultrex™ waterproof/breathable coating. Thinsulate Lite Loft™ Ultrex™ provides waterproof, breathable, and windproof performance. Lite Loft™ provides lightweight comfort. XXXL sizing available.



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57. Waterproof, sun-resistant Polaris Super Cover with Propex.[™] Comes with a limited two-year warranty. Available to fit most Polaris snowmobiles.

58. Polaris Premium Canvas Covers protect your Indy from the elements. Fit all Polaris snowmobiles.

59. Two-up seat and backrest kit allows you to share your Indy with a friend. (Black, Gray, or Navy).

60. Rearview mirror. Spring loaded. New aerodynamic styling.

61. New Polaris nylon rack storage bag fits storage racks in Wide-Trak, SuperTrak, Sport GT. Offers 1.3 cubic feet of storage space.

62. Electric start kits offer easy, convenient starts with the turn of a key. Fit most Polaris models.

63. Cargo Carrier provides extra hauling capacity.

64. Nylon Side Saddlebags and Rear Trunk Bags to carry your luggage. Rear Trunk Bag options available to fit all Indys, Indy Lites, and two-up models.

65. Polaris screen kits. Keep snow and debris out of engine compartment. Also available for Indy Lite and Starlite.

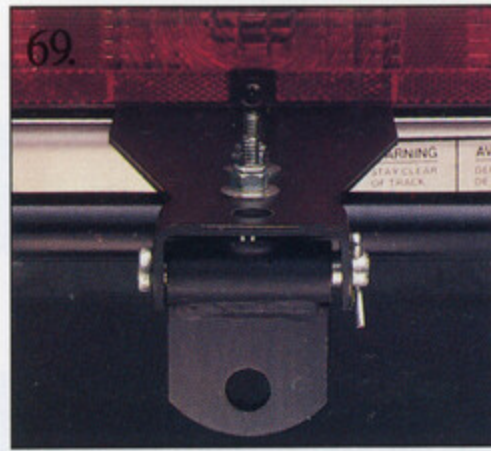
66. Low windshield. Aerodynamic. Fits all Indys, excluding Lites.



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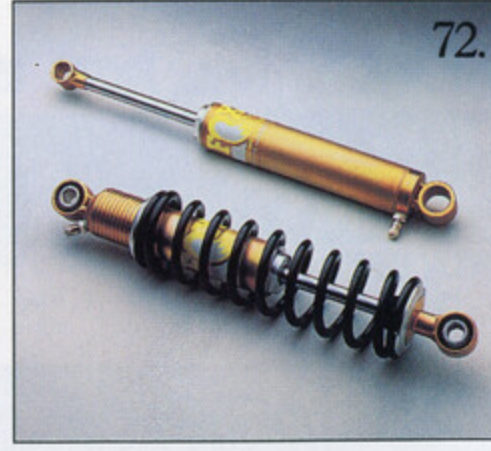
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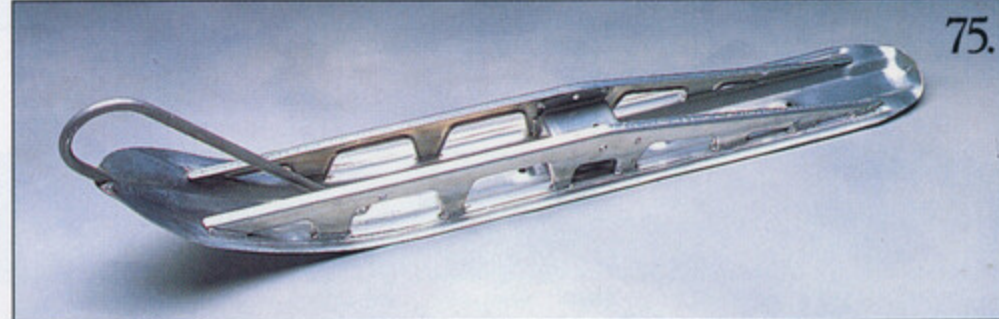
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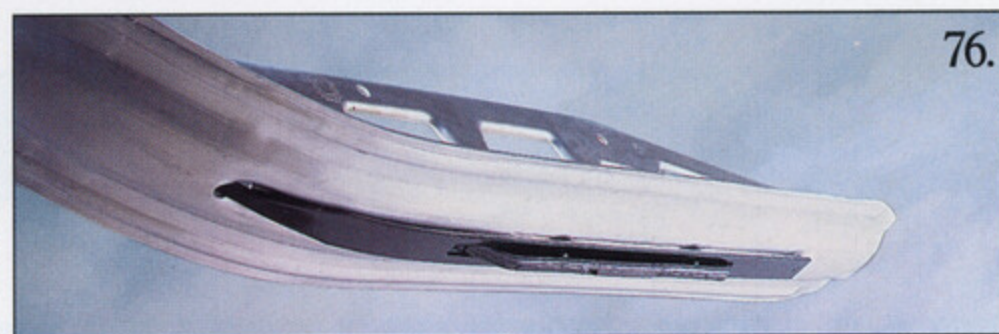
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67. Optional front bumpers protect the nose cone and hood of your Indy Sport, Sport GT, Indy Lite, Indy Lite Deluxe, Indy StarLites.

68. Polaris thumbwarmer and dual heat handwarmers keep your thumb and hands warm and comfortable during the coldest days.

69. Tow hitch fits all Indys.

70. New Electric Fuel Gauge sensor kit.

71. Tank Touring Bag with map holder.

72. Fox® gas shock kits. Available for front, center and rear suspensions.

73. Extended modified block-pattern track kit provides better traction. Available in 133.5" or 141" options.

74. Black Vinyl Side Saddlebags and Rear Trunk Bags add a touch of class for touring applications.

75. Aluminum ski reduces unsprung weight for high performance and racing applications.

76. New Easy steer skag.

77. Polaris One Suiter, Two Suiter, Canvas Duffles, Nylon Team Duffel, Deluxe Nylon Gear Bag with waterproof storage space and Nylon Helmet Bag with Sherpa.

1992

SPECIFICATIONS

| | ENGINE TYPE | DISPLACE- MENT (cc) | BORE X STROKE (mm) | CARBU- RETION | LUBRI- CATION | IGNI- TION | ALTERNATOR OUTPUT | LIGHTING | LENGTH (in./cm) | WIDTH (in./cm) | HEIGHT (in./cm) | SKI STANCE (in./cm) | TRACK WIDTH (in./cm) | TRACK LENGTH OVERALL (in./cm) | TRACK PATTERN | TRACK REINFORCEMENT | FUEL CAPACITY (U.S. gal./Imp. gal./liters) | RECOMMENDED FUEL |
|------------------------------|--------------------------|------------------------|-----------------------|---|------------------|---------------|----------------------|--------------|--|--|--|---------------------------------------|-------------------------|---|---|------------------------|---|---|
| INDY STARLITE | Fan-cooled Single | 244 | 72 x 60 | 1 VM30SS Mikuni | Oil Injection | CDI | 12V 150W | Incandescent | 103/ 261.6 | 37.9/ 96.2 | 46/ 116.8 | 36.5/ 92.7 | 15/ 38.1 | 116/ 294.6 | Small Block | Nylon | 7.7/6.4/29.14 | Leaded Regular, Leaded Premium, Unleaded Premium, 88 Octane Minimum |
| INDY LITE | Fan-cooled Twin | 339 | 62.3 x 55.6 | 2 VM30SS Slide Mikuni | Oil Injection | CDI | 12V 150W | Incandescent | 103/ 261.6 | 37.9/ 96.2 | 46/ 116.8 | 36.5/ 92.7 | 15/ 38.1 | 116/ 294.6 | Small Block | Polyester | 7.7/6.4/29.14 | Leaded Regular, Leaded Premium, Unleaded Premium, 88 Octane Minimum |
| INDY LITE DELUXE | Fan-cooled Twin | 339 | 62.3 x 55.6 | 2 VM30SS Slide Mikuni | Oil Injection | CDI | 12V 150W | Incandescent | 103/ 261.6 | 37.9/ 96.2 | 46/ 116.8 | 36.5/ 92.7 | 15/ 38.1 | 116/ 294.6 | Small Block | Polyester | 7.7/6.4/29.14 | Leaded Regular, Leaded Premium, Unleaded Premium, 88 Octane Minimum |
| INDY LITE GT | Fan-cooled Twin | 339 | 62.3 x 55.6 | 2 VM30SS Slide Mikuni | Oil Injection | CDI | 12V 150W | Incandescent | 115/ 292 | 37.9/ 96.2 | 46/ 116.8 | 36.5/ 92.7 | 15/ 38.1 | 133.5/ 339 | In-Line Block | Polyester | 7.7/6.4/29.14 | Leaded Regular, Leaded Premium, Unleaded Premium, 88 Octane Minimum |
| INDY SPORT | Fan-cooled Twin | 432 | 67.7 x 60 | 2 VM34SS Slide Mikuni | Oil Injection | CDI | 12V 200W | Incandescent | 106.25/ 269.8 | 41.62/ 105.7 | 44/ 111.8 | 36.5/ 92.7 | 15/ 38.1 | 121/ 307.3 | Full- Block | Polyester | 7.3/6.1/27.7 | Leaded Regular, Leaded Premium, Unleaded Premium, 88 Octane Minimum |
| INDY SPORT GT | Fan-cooled Twin | 432 | 67.7 x 60 | 2 VM34SS Slide Mikuni | Oil Injection | CDI | 12V 200W | Incandescent | 118/ 299.7 | 41.62/ 105.7 | 45/ 114.3 | 36.5/ 92.7 | 15/ 38.1 | 141/ 358.1 | Full- Block | Polyester | 7.3/6.1/27.7 | Leaded Regular, Leaded Premium, Unleaded Premium, 88 Octane Minimum |
| INDY TRAIL | Fan-cooled Twin | 488 | 72 x 60 | 2 VM34SS Slide Mikuni | Oil Injection | CDI | 12V 200W | Incandescent | 106.25/ 269.9 | 41.62/ 105.7 | 44/ 111.8 | 36.5/ 92.7 | 15/ 38.1 | 121/ 307.3 | Full- Block | Polyester | 11.9/9.9/45.04 | Leaded Regular, Leaded Premium, Unleaded Premium, 88 Octane Minimum |
| INDY TRAIL DELUXE | Fan-cooled Twin | 488 | 72 x 60 | 2 VM34SS Slide Mikuni | Oil Injection | CDI | 12V 200W | Incandescent | 113/ 287 | 41.62/ 105.7 | 45/ 114.3 | 36.5/ 92.7 | 15/ 38.1 | 133.5/ 339 | In-line Block | Kevlar | 11.9/9.9/45.04 | Leaded Regular, Leaded Premium, Unleaded Premium, 88 Octane Minimum |
| INDY WIDETRAK | Liquid- cooled Twin | 488 | 72 x 60 | 2 VM34SS Slide Mikuni | Oil Injection | CDI | 12V 200W | Halogen | 128/ 325.1 | 41.62/ 105.7 | 49/ 129.5 | 36.5/ 92.7 | 20/ 50.8 | 156/ 396.2 | Full- Block | Kevlar | 10/8.3/37.8 | Leaded Regular, Leaded Premium, Unleaded Premium, 88 Octane Minimum |
| INDY SUPERTRAK | Fan-cooled Twin | 488 | 72 x 60 | 2 VM34SS Slide Mikuni | Oil Injection | CDI | 12V 200W | Incandescent | 128/ 325.1 | 41.62/ 105.7 | 45/ 114.3 | 36.5/ 92.7 | 15/ 38.1 | 156/ 396.2 | Full- Block | Kevlar | 11.9/9.9/45.04 | Leaded Regular, Leaded Premium, Unleaded Premium, 88 Octane Minimum |
| INDY 440 | Liquid- cooled Twin | 432 | 67.7 x 60 | 2 VM34SS Slide Mikuni | Oil Injection | CDI | 12V 200W | Halogen | 106.25/ 269.9 | 41.62/ 105.7 | 44/ 111.8 | 36.5/ 92.7 | 15/ 38.1 | 121/ 307.3 | Full- Block | Polyester | 11.9/9.9/45.04 | Leaded Regular, Leaded Premium, Unleaded Premium, 88 Octane Minimum |
| INDY XCR | Liquid- cooled Twin | 432 | 67.7 x 60 | 2 VM38SS Slide Mikuni | Oil Injection | CDI | 12V 200W | Halogen | 106.25/ 269.9 | 43.12/ 109.5 | 38.5/ 97.8 | 38/ 96.5 | 15/ 38.1 | 121/ 307.3 | Full- Block | Kevlar | 7.3/6.1/27.7 | Leaded Regular, Leaded Premium, Unleaded Premium, 88 Octane Minimum |
| INDY 500 | Liquid- cooled Twin | 488 | 72 x 60 | 2 VM38SS Slide Mikuni | Oil Injection | CDI | 12V 200W | Halogen | 106.25/ 269.9 | 41.62/ 105.7 | 44/ 111.8 | 36.5/ 92.7 | 15/ 38.1 | 121/ 307 | Full- Block | Kevlar | 11.9/9.9/45.04 | Leaded Regular, Leaded Premium, Unleaded Premium, 88 Octane Minimum |
| INDY 500 CLASSIC | Liquid- cooled Twin | 488 | 72 x 60 | 2 VM38SS Slide Mikuni | Oil Injection | CDI | 12V 200W | Halogen | 113/ 287 | 41.62/ 105.7 | 44/ 111.8 | 36.5/ 92.7 | 15/ 38.1 | 133.5/ 339 | In-Line Block | Kevlar | 11.9/9.9/45.04 | Leaded Regular, Leaded Premium, Unleaded Premium, 88 Octane Minimum |
| INDY 500 SP (SKS) | Liquid- cooled Twin | 488 | 72 x 60 | EFL 2-46mm Throttle Bodies | Oil Injection | CDI | 12V 200W | Halogen | 106.25/ 269.9 (113/287 for SKS) | 43.12/ 109.52 (41.62/ 105.7 for SKS) | 44/ 111.8 | 38/ 96.5 (36.5/92.7 for SKS) | 15/ 38.1 | 121/ 307.3 (133.5/339 for SKS) | Full- Block (In-Line Block for SKS) | Kevlar | 11.9/9.9/45.04 | Leaded Regular, Leaded Premium, Unleaded Premium, 88 Octane Minimum |
| INDY 650 | Liquid- cooled Triple | 648 | 67.7 x 60 | 3 VM38SS Slide Mikuni | Oil Injection | CDI | 12V 180W | Halogen | 106.25/ 269.8 | 41.62/ 105.7 | 44/ 111.8 | 36.5/ 92.7 | 15/ 38.1 | 121/ 307.3 | Full- Block | Kevlar | 11.9/9.9/45.04 | Leaded Regular, Leaded Premium, Unleaded Premium, 88 Octane Minimum |
| INDY RXL (SKS) | Liquid- cooled Triple | 648 | 67.7 x 60 | EFL 3-46mm Butterfly Throttle Bodies | Oil Injection | CDI | 12V 180W | Halogen | 106.25/ 269.9 (113/287 for SKS) | 41.62/ 105.7 | 38.5/ 97.8 (44/111.8 for SKS) | 38/ 96.7 (36.5/92.7 for SKS) | 15/ 38.1 | 121/ 307.3 (133.5/339 for SKS) | Full- Block (In-Line Block for SKS) | Kevlar | 11.9/9.9/45.04 | Leaded Regular, Leaded Premium, Unleaded Premium, 88 Octane Minimum |

Polaris reserves the right to change specifications at anytime without incurring obligations.
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| FRONT SUSPENSION | REAR SUSPENSION | BRAKE TYPE | STORAGE | SPEEDOMETER/TRIPMETER | TACHOMETER | FRONT BUMPER | ELECTRIC START | ELECTRIC FUEL GAUGE | INSTRUMENT LIGHTS | ADJUSTABLE HANDLEBARS | REVERSE GEAR | PARKING BRAKE | BACKREST/2 UP SEAT | HAND-WARMERS | THUMB-WARMER | STORAGE RACK | TOW HITCH | CARBIDE SKI RUNNERS | EASY THROTTLE SYSTEM |
|---|---|------------------------------|------------------------------------|-----------------------|------------|--------------|----------------|---------------------|---|-----------------------|--------------|---------------|----------------------|--------------|--------------|--------------|-----------|----------------------------|----------------------|
| Parallel Link Trailing Arm IFS | Slide Rail | Mechanical Disc | Rear of Seat & 2 Hood Boxes | Optional | N/A | Optional | N/A | N/A | Low Oil Optional | Standard | N/A | N/A | N/A | Optional | Optional | N/A | Optional | Optional | N/A |
| Parallel Link Trailing Arm IFS | Slide Rail | Mechanical Disc | Rear of Seat & 2 Hood Boxes | Standard | N/A | Optional | Optional | N/A | Low Oil Optional | Standard | N/A | N/A | N/A | Optional | Optional | N/A | Optional | Optional | N/A |
| Parallel Link Trailing Arm IFS | Slide Rail | Mechanical Disc | Rear of Seat & 2 Hood Boxes | Standard | N/A | Optional | Standard | N/A | Low Oil Optional | Standard | N/A | N/A | N/A | Standard | Optional | N/A | Optional | Optional | N/A |
| Parallel Link Trailing Arm IFS | Slide Rail, Hyd. Front Torque Arm Shock & Coil Spring | Mechanical Disc | Rear of Seat & 2 Hood Boxes | Standard | N/A | Standard | Optional | N/A | Low Oil Optional | Standard | Optional | N/A | Optional/Standard | Optional | Optional | Standard | Standard | Optional | N/A |
| Parallel Link Trailing Arm IFS | Slide Rail, Hyd. Front Torque Arm Shock & Coil Spring | Hydraulic Disc | Rear of Seat & Toolbox at Footrest | Standard | Optional | Optional | Optional | Optional | Low Oil Optional | Standard | Optional | Standard | Optional | Optional | Optional | Optional | Optional | Optional | Optional |
| Parallel Link Trailing Arm IFS | Slide Rail, Hyd. Front Torque Arm Shock & Coil Spring | Hydraulic Disc | Rear of Seat & Toolbox at Footrest | Standard | Optional | Optional | Optional | Optional | Low Oil Optional | Standard | Optional | Standard | Standard | Optional | Optional | Standard | Standard | Optional | Optional |
| Parallel Link Trailing Arm IFS | Dial Adjust—7.75" Travel | Hydraulic Disc | Rear of Seat & Toolbox at Footrest | Standard | Standard | Standard | Optional | Optional | Hi Beam, Low Oil, Handwarmer | Standard | Optional | Standard | Optional | Single Heat | Optional | Optional | Optional | Optional | Optional |
| Parallel Link Trailing Arm IFS | Dial Adjust—7.75" Travel | Hydraulic Disc | Rear of Seat & Toolbox at Footrest | Standard | Standard | Standard | Standard | Optional | Hi Beam, Low Oil Handwarmer | Standard | Optional | Standard | Standard w/Footrests | Single Heat | Optional | Optional | Optional | Standard | Optional |
| Parallel Link Trailing Arm IFS | Slide Rail, Triple Hyd. Torque Arm Shocks | Mechanical Disc | Under Seat | Standard | Standard | Standard | N/A | N/A | Hi Temp., Reverse, Hi/Lo Range, Hi-Beam | Standard | Standard | N/A | Standard w/Footrest | Single Heat | Optional | Standard | Standard | Standard | Optional |
| Parallel Link Trailing Arm IFS | Slide Rail, Hyd. Torque Arm Shocks & Coil Torque Arm | Mechanical Disc | Rear of Seat & Toolbox at Footrest | Standard | Standard | Standard | Optional | Optional | Reverse Gear, Handwarmer, Hi/Lo Range, Hi-Beam, Low Oil | Standard | Standard | N/A | Standard w/footrest | Single Heat | Optional | Standard | Standard | Standard | Optional |
| Parallel Link Trailing Arm IFS | Dial Adjust—7.75" Travel | Hydraulic Disc | Rear of Seat & Toolbox at Footrest | Standard | Standard | Standard | Optional | Optional | High Beam, Low Oil, High Temp. Indicator | Standard | Optional | Standard | Optional | Optional | Optional | Optional | Optional | Optional | Standard |
| Parallel Link Trailing Arm IFS, Gas Shocks | Slide Rail/IFP Shock | Liquid-Cooled Hydraulic Disc | Rear of Seat & Toolbox at Footrest | Standard | Standard | Standard | Optional | Optional | High Beam, High Temp. | Standard | Optional | Standard | Optional | TBA | TBA | Optional | Optional | Standard | Optional |
| Parallel Link Trailing Arm IFS | Dial Adjust—7.75" Travel | Hydraulic Disc | Rear of Seat & Toolbox at Footrest | Standard | Standard | Standard | Optional | Optional | High Beam, Low Oil, High Temp. Indicator | Standard | Optional | Standard | Optional | Optional | Optional | Optional | Optional | Standard | Optional |
| Parallel Link Trailing Arm IFS | Dial Adjust—7.75" Travel | Hydraulic Disc | Rear of Seat & Toolbox at Footrest | Standard | Standard | Standard | Standard | Standard | High Beam, Low Oil, High Temp. Indicator, Handwarmer | Standard | Optional | Standard | Standard w/Footrest | Hi/Low Heat | Standard | Optional | Optional | Easy Steer Carbides | Optional |
| Parallel Link Trailing Arm IFS | Dial Adjust—7.75" Travel | Hydraulic Disc | Rear of Seat & Toolbox at Footrest | Standard | Standard | Standard | TBA | Optional | High Beam, Low Oil, High Temp. Indicator, Low Battery, System Readiness | Standard | Optional | Standard | Optional | Optional | Optional | Optional | Optional | Standard (Optional on SKS) | N/A |
| Parallel Link Trailing Arm IFS, Air-Hydraulic Front Shocks | Dial Adjust—7.75" Travel | Liquid-Cooled Hydraulic Disc | Rear of Seat & Toolbox at Footrest | Standard | Standard | Standard | TBA | Optional | High Beam, Low Oil, High Temp. Indicator, Handwarmer | Standard | Optional | Standard | Optional | Hi/Low Heat | Optional | Optional | Optional | Standard | Optional |
| Parallel Link Trailing Arm IFS, Air-Hydraulic Front Shocks, Adj. CAM on RXL | Dial Adjust—7.75" Travel | Liquid-Cooled Hydraulic Disc | Rear of Seat & Toolbox at Footrest | Standard | Standard | Standard | TBA | Optional | High Beam, Low Oil, High Temp. Indicator, Handwarmer | Standard | Optional | Standard | Optional | Hi/Low Heat | Optional | Optional | Optional | Standard (Optional on SKS) | N/A |



TREAD LIGHTLY.

The U.S. Forest Service and the Bureau of Land Management have created the "Tread Lightly!" Foundation, a nationwide educational program for off-road enthusiasts.

The program communicates common-sense guidelines too often forgotten. For more information, contact the U.S. Forest Service, 324 25th Street, Ogden, Utah 84401.

THE POLARIS GRANT-IN-AID PROGRAM.

Do you have an idea that will improve the sport of snowmobiling, an idea like a Park 'N Ride Lot or local trail maps? Polaris wants to hear it. We provide grants up to \$1,000 to clubs and associations for projects that fall outside their regular activities. Simply explain your idea, its timetable, how much money you need (up to \$1,000), and any other relevant facts that might help Polaris make its decisions. The deadline for GRANT-IN-AID applications is September 30, 1991.

Address it to: Marlys Knutson, Polaris Industries L.P., 1225 Hwy. 169 North, Minneapolis, MN 55441. If you have any questions, please call Marlys at (612) 542-0533.

INDEPENDENT RACER SUPPORT PROGRAM.

Polaris will continue its Independent Racer Support Program for the 1991-92 season. This program includes performance checks, contingency awards valued at over \$50,000 for winning selected races, and two full-time race coordinators to assist Polaris racers with technical questions. For more information, call (612) 542-0533.

1991 MAJOR EVENT RACE RESULTS.

1991 was a fantastic year for racers riding Polaris machines. Success started early with a sweep of the Formula III race at the Eagle River World Championship Derby. Next the grueling International 500 Cross Country Race was dominated by Polaris racers, with 19 of the top 20 positions captured. And not to be outdone, nine of the top ten finishers at the Soo 500 were Polaris mounted. All of which leaves us anxious for 1992.

INTERNATIONAL SNOWMOBILE RACING HALL OF FAME INDUCTEES.

In any endeavor, certain individuals stand out. Their devoted passion creates immeasurable contributions. Polaris wishes to acknowledge these people, Bob Eastman, Stan Hayes, Roger Janssen (1988 inductees) Steve Thorsen (1989 inductee), Edgar Hetteen, Duane Eck, Larry Rugland (1990 inductees), Jim Bernat and Charlie Lofton (1991 inductees). Each has risen above the average and everyday to join the ranks of snowmobiling's immortals.

10 SNOWMOBILING GUIDELINES TO BELIEVE IN.

1. Observe state and local laws governing snowmobile operation. They have been set up for your protection.
2. Traveling at night requires extra caution. Make sure your headlight and taillights are working. Do not "over-drive" your headlight beam. High speed driving at night is unwise and dangerous.
3. When traveling with a passenger aboard, it is the driver's responsibility to operate his machine in a safe manner. Some Polaris model snowmobiles are designed for a single occupant only.
4. Always be alert for fences. They are a serious hazard, especially after dark.
5. When traveling on lakes and streams that are strange to you, always check with local residents or authorities for conditions.
6. When traveling in a group of snowmobiles, allow ample stopping distances. Don't tailgate.
7. Look ahead, behind and to the sides before turning or crossing railroad crossings or highways.
8. Wear warm, comfortable and safe clothing designed for snowmobiling.
9. Always wear an approved helmet and eye protection.
10. Read and understand your owners manual.

Photography taken at Targhee National Forest. Thanks to Island Park Village and Freemont County.

POLARIS®
Believe It.